



## MINUTES

**Glenwood Springs Historic Preservation Commission**

**Place: City Hall**

**Council Chambers, First Floor**

**Date: September 12, 2016**

**5:15 p.m.**

<b>Members Present</b>	<b>Members Absent</b>	<b>Others In Attendance</b>
Edward Chusid, Vice Chair	Ron Carsten	Gretchen Ricehill
Haley Carmer		
Marice Doll		
Bobbi Hodge		

### **Call to Order**

Edward Chusid called the meeting to order at 5:15 p.m.

### **Announcements**

No announcements.

### **Minutes**

The July 11, 2016 minutes were approved with the following corrections:

Page 3, regarding the discussion of the 8<sup>th</sup> Street connection and mitigation of the impact to the old freight depot: Bobbi Hodge added the historic buildings lose integrity when demolished or moved.

Marice Doll moved that the July minutes be approved as corrected. David Hauter seconded the motion. The minutes were unanimously approved as corrected.

### **New Business**

Community on the Move. David Hauter discussed the significance of the vote to reauthorize the A & I sales tax. In November, the community will be asked whether or not it should reauthorize the 1% sales tax for the next 30 years. The current tax expires in 2018. Reauthorization would allow the city to bond for about \$54 million for certain capital improvement projects in the first year of authorization. The Chamber developed a list of recommended/prioritized projects. Examples of project that could be funded through the A&I tax included road improvements, new & improved bridges, confluence development, 6<sup>th</sup> Street improvements, museum & center for the arts operations, community center improvements.

The Commission briefly discussed the ramifications if the tax was not reauthorized.

Bobbi Hodge asked about the A & I committee. She thought that it was intended to have continued involvement after meeting to develop the initial list of projects. David indicated that the committee completed its task and the campaign then moved to the Chamber.

David concluded by stating that if anyone had questions about the tax and reauthorization campaign, the Chamber would be the best resource.

## **Old Business**

### 8<sup>th</sup> Street Connection-update & mitigation recommendations

The Commission adjourned for 20 minutes so members could tour the old freight depot. Following the tour the Commission reconvened in Council Chambers.

Haley Carmer began the discussion by stating that it is concerning if the freight depot needed to be demolished for future parking rather than for the extension of the street.

Edward Chusid summarized the issues and stated that if the building needs to be renovated if it is to remain.

Marice Doll stated that inside the building, you can clearly see where the trains came in on one side and where freight was loaded onto trucks on the other side. She stated that the building interior is interesting because the names of businesses are still written on the walls.

David Hauter believed that portions of the building could be saved which would illustrate its historical significance.

Marice stated that moving the building is an issue.

Edward Chusid asked if there were other examples of this building type in the country.

Marice believed so but this was the only building of its type in this area.

Bobbi Hodge felt that if a parking structure was constructed, it could incorporate the freight depot in the parking structure.

Edward posed the questions: how much of the freight depot's historical integrity would remain if the parking structure was constructed?

Bobbi clarified: the parking structure would be next to the depot.

Marice Doll felt that the building could be converted to the Railroad Museum and the existing rails could be used for the rolling stock.

Edward summarized the Historic Preservation Commission's recommendation: It is the Commission's preference that the freight depot be left in-tact. If that is not possible, at minimum the "Rio Grande" words should be cut out and given to the Museum. The City then should realize scrap value for the building which then should be used for historic preservation purposes.

David Hauter stated that there are several of examples in other cities of partial buildings. You don't necessarily need to keep the entire structure to illustrate its importance.

Bobbi Hodge reiterated her statement that a parking structure could incorporate the depot.

Edward repeated the commission's recommendation that the depot structure be preserved and integrated into a parking structure. He then asked the Commission if it wished to include any mitigation in case the city rejects this recommendation.

After some discussion, Edward Chusid summarized the Commission's recommendation as follows:

1. The Historic Preservation Commission strongly recommends that the structure remain in-tact and that it be incorporated into a future parking garage.
2. Should this be rejected, the Commission recommends –
  - a. Preserving the Rio Grande sign and integrating it into whatever future parking solution or structure that is developed.
  - b. Developing a sign on site that describes the history of the building and the rails using the materials from the building in the sign.
  - c. Giving the Commission the authority to solicit RFPs for using the building as deconstructed. The intent is to commission someone to develop a plan to creatively re-use the building materials on site, in the Confluence or, in other areas but, within the city limits.

Marice Doll suggested that Bill Kight and the Railroad Museum should also comment.

Edward clarified that comments from these groups can be incorporated into the Historic Preservation Commission's comments that will be submitted to City Council. They will be incorporated as alternative recommendations.

Bobbi Hodge motioned to approve the recommended mitigation as stated by Edward. Marice Doll seconded. The Commission unanimously approved.

#### Train Station-ADA Improvements

Gretchen Ricehill informed the Commission that the DDA contracted with Shannon Murphy, a local landscape architect to create a design of the north side of 7<sup>th</sup> Street. She found an alternative to Amtrak's plan to create a scissor ramp from the sidewalk to the station's front door. Her design uses a grade change so the accessible ramp would begin at the west building corner then go down to the front door. She is also looking at alternatives to Amtrak's plan to create a ramping system on the east side of the building to the track level. Her alternative ramps to the track level from the west.

#### 2016 Work Plan-Commissioner Reports

Bobbi Hodge reported that in May she attended a meeting of the Aspen Historic Preservation Commission. She reported that Aspen has specific staff people hired just for historic preservation. There were 4 – 5 Aspen staff in the meeting that she attended. She commented that this is the reason why Aspen can do more things than the Glenwood Springs HPC.

Bobbi indicated that she had the opportunity to talk to Willis [Pember] the Aspen HPC chair. He was surprised that the Glenwood Springs HPC does not have design review authority.

She also reported:

- The Aspen HPC is not concerned about tree preservation.
- Their meetings usually go to 11 PM.
- They meet twice per month.

Bobbi went on to explain that the Aspen HPC was reviewing a project that included realigning windows.

Marice added that in Aspen there are fines for removing windows in a historic property: \$10,000 fine for their destruction. She pointed out that on a \$3 million home, \$10,000 is not much of a fine.

Commissioners commented that this is interesting information as the Glenwood Springs HPC is looking for a stronger role in design review.

### **Commission Comments and Other Business**

There is a talk at the Library on the Civilian Conservation Corps (CCC) this evening.

2017 is the 50<sup>th</sup> anniversary of CMC.

### **Adjournment**

Hearing no further business, the meeting was adjourned at 6:35 P.M.

Respectfully submitted,  
Gretchen Ricehill